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FEDERATION OF NIGERIA

DEVELOPMENT FINANCE 1955-56

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LAGOS: FEDERAL GOVERNMENT PRINTER

DEVELOPMENT FINANCE, 1955-56

The pattern of Nigerian development since 1951 has been set by the Revised Plan of Development and Welfare 1951-56 (Sessional Paper No. 6 of 1951). The brief survey attached as an Appendix to this Paper shows that this Plan has been largely completed so far as concerns those subjects which now fall to the responsibility of the Federal Government under the new constitutional arrangements.

2. Some thought has already been given to the formulation of a fresh Plan to carry forward Nigeria's development from the point reached under the present Plan. Important factors in such planning must, however, be :

(*a*) The recommendations of the International Bank Mission ;

(*b*) The United Kingdom Parliament's decision on the further allocation of Colonial Development and Welfare funds ;

(*c*) The assessment of the Federal Government's financial situation in the light of the responsibilities placed upon it by the present constitution.

3. It would have been preferable to have placed before the House now a comprehensive development programme for the next five years, but, as Honourable Members are aware, the International Bank Mission's Report was not published until October last, and Parliament's final decision on the future allocation of C.D. and W. funds is not expected to be known until sometime in March. There has thus been insufficient time to prepare a comprehensive five-year Plan on accustomed lines. Nevertheless the Council of Ministers saw no reason why the development of Nigeria should stand still until long-term plans could be framed, and therefore decided to seek provision of funds now for the initiation of an interim Plan comprising a number of projects the need for which is both urgent and, as far as possible, in accord with the recommendations of the International Bank Mission. It is the purpose of this Paper to explain these projects and to state their cost in broad terms. If the House is prepared to accept this interim Plan it would be left to the Standing Committee on Finance to fill in the details, which will be placed before them as soon as possible after the present meeting. In the meantime work proceeds on the preparation of a more formal and comprehensive Plan which it is hoped to place before the House later this year (*i.e.* 1955).

4. From the summary at the end of this Paper it will be seen that the total cost of these proposals amounts to £22,318,860. Of this amount £20,371,860 has to be found in the form of "new" money, since £1,947,000 is carried forward from former Plans. A further £2,576,000 is available from Railway funds, leaving a net total of £17,795,860 to be found by Government, of which £2,206,000 are interest-bearing loans to the Ports Authority and the Lagos Executive Development Board.

5. Since a number of the projects which it is proposed should be started in 1955-56 will take more than one year to complete the capital expenditure envisaged in 1955-56 amounts to only £9,415,820 though the remaining £12,903,040 must be regarded as irrevocably committed once all these projects are started. On the recurrent side also the full burden of this programme interim will not be felt in 1955-56, it being estimated that out of the total of £1,684,775 of resultant annual recurrent expenditure only £597,840 will be required in 1955-56.

6. It must be emphasized, however, that this is only an interim Plan, and in many sectors of the Federal Government's responsibility substantial further expenditure will be required in future years if the development of Nigeria as a whole is to be adequately carried on.

AGRICULTURAL RESEARCH

7. The International Bank Mission has recommended (P. 22)* that agricultural research should be carried out by the Federal Government through the medium of an Agricultural Research Institute working in close co-operation with University College, Ibadan. This

* In this and subsequent paragraphs references in brackets such as this refer to pages of the International Bank Mission report.

proposal is under active examination, but before it can be formulated in any detail close consultation with the Regional and University authorities is clearly essential, since they have their own programmes of Agricultural Research. Similarly, the work to be undertaken by any such institution will need to be carefully co-ordinated with that of the West African Institutes of Oil Palm and Cocoa Research and the research organisation of the Cameroons Development Corporation.

8. At this stage, it is therefore only possible to seek approval in principle for the creation of a Federal Institute of Agricultural Research. Preliminary examination has indicated that the capital cost of such an organisation would be of the order of £420,000. It is expected that in the early stages recurrent expenditure would reach some £28,000 per annum in addition to existing provision for agricultural research. The International Bank Mission, however, is of the opinion that at the end of the five-year period the total recurrent expenditure would be of a magnitude of some £230,000 per annum.

BROADCASTING

9. As explained in the White Paper placed before the House during the August Session last year, a scheme for the further expansion of the Broadcasting services has been drawn up. The scheme provides for a new high powered transmitter at Ibadan around which will be organised a Western Region Broadcasting Service similar to those already established in the Northern and Eastern Regions, and for a Broadcasting Headquarters and a transmitter for the Southern Cameroons together with the necessary staff and ancillary equipment. Provision is also made for certain extra technical equipment for Lagos, Ibadan, Kaduna and Enugu to provide programme facilities more flexible and extensive than are at present available and for the erection of buildings and housing required for the consolidation and improvement of the existing Broadcasting Services.

10. When the foregoing scheme has been completed there will be adequate broadcasting stations for the national programme and for all the regions, including the Southern Cameroons.

11. Provision is also made for mobile and static recording apparatus which will make it possible to expand broadcasting in the vernacular and which will lead to a substantial increase in locally produced programmes both from the Regional transmitters and the relay stations. Extensive development of school broadcasting is also contemplated, though no decisions have yet been reached as to how to meet the cost of this service, which is not included in the following financial projections.

12. Further thought is being given to the extent to which the Corporation should be responsible for the operation and expansion of listening facilities. If, in the event, the Corporation assumes full responsibility for the whole of the N.B.S's present and projected commitments, it is estimated that the total cost of the programme of expansion will be in accordance with the approximate financial projections shown below. These, in respect of capital expenditure, are slightly higher than those envisaged by the International Bank Mission (p. 40) being based upon a more fully worked out programme than that referred to in the Mission's Report.

	£
Total Capital Cost	1,250,000
Capital Expenditure, 1955-56	288,520*
Additional Recurrent Expenditure, 1955-56	124,590*
Total additional annual Recurrent Expenditure on completion of Scheme	230,000

CIVIL AVIATION

13. *Lagos Airport.*—The existing control tower was built during the war, and now constitutes a technical obstruction to the new runway. Furthermore, it is on the wrong side of that runway for proper control of aircraft on the parking apron. It is considered of great

* Included in Draft Estimates 1955-56, Head 23.

importance for the effective and safe control of aircraft that a new control tower should be constructed in a correct position, together with a new operations block, of which the tower is an integral portion.

Total Capital Cost (all in 1955-56) £28,000

14. *Airport Terminal Buildings.*—Accommodation at present in use was constructed to meet the needs of aircraft carrying small numbers of passengers. These buildings are quite inadequate to cope with the recently introduced internal services based on larger aircraft. It is proposed that larger buildings should be constructed at Benin, Enugu, Jos, Kaduna, Oshogbo, Port Harcourt and Tiko.

Total Capital Cost (all in 1955-56) £73,000

15. *Hard Surfacing of Runways.*—Existing laterite runways at Enugu, Jos, and Oshogbo are inadequate for present-day traffic, and it is desired to replace them with bitumen surfaces.

Total Capital Cost (all in 1955-56) £79,000

16. *Runway Lighting.*—Low intensity electric runway lighting is required at Benin, Calabar, and Oshogbo to replace the existing system of paraffin lighting to facilitate night landing at these airports.

Total Capital Cost (all in 1955-56) £24,000

The only additional recurrent cost will be for electric current, which is expected to be negligible.

17. *Aeronautical Telecommunications Service.*—The International Civil Aviation organisation has recommended the provision of new equipment for external radio teletype services between Kano, Brazzaville, Dakar and London.

Total Capital Cost (all in 1955-56) £66,000

18. The programme outlined above is in general accord with the recommendations of the International Bank Mission on Air Transport (pp. 351-356) which notes particularly the need for improvements in runways and their lighting, and telecommunications. The Mission appears, however, to have been under a misapprehension in referring to the adequacy of airport terminals, since, as noted above, the existing buildings at many airports are now quite inadequate to cope with the larger aircraft now in regular use on most internal routes.

Summary

	£
Total Capital Expenditure £1955-56	270,000
Additional Recurrent Expenditure	Nil

EDUCATION GENERAL

19. *Teacher Training, Lagos.*—Irrespective of the potential demand for teachers in connection with the introduction of Free Primary Education in Lagos (*see* below) it is abundantly clear that Teacher Training facilities are required in Lagos as soon as possible. The International Bank Mission's Report (p. 366) describes the need to increase the output of trained teachers as urgent, and this is particularly true of Lagos where no training facilities exist at present. It is estimated that the capital cost of construction of a Day Teacher Training Centre will amount to £18,500, inclusive of £1,500 for acquisition of land.

20. Provision will in due course be required to meet the recurrent costs of this institution, both in respect of staff salaries, and normal recurrent charges. It is estimated that in a full year £6,500 would be required for this purpose, though this liability will not arise until construction of the Centre has been completed, probably during 1956-57.

21. In the meantime it is proposed to arrange for teacher training to be conducted in the Lagos Government School during 1955-56. For this purpose £2,230 is required in 1955-56 for the necessary additional staff and normal recurrent costs, together with provisions of £1,250 for furniture and equipment.

	£
Total Capital Cost : Day Training Centre	18,500
Resultant additional annual Recurrent Expenditure	6,500 per annum
Additional Recurrent Expenditure, 1955-56	2,230

22. *Free Primary Education in Lagos.*—The Ministry's proposals for free universal education are being submitted separately to the House in the form of a White Paper. Total capital costs over the next five years including acquisition of land, the Teacher Training Centre mentioned in the preceding paragraph, building costs of Primary and Secondary Schools and Examination Halls amount to approximately £1,230,000 of which about £300,000 will be required in the year 1955-56. The increase in recurrent expenditure over the sum indicated in the Estimates for 1955-56 is estimated at £21,045 in 1956-57, rising in 1960-61 to £268,075.

23. *Nigerian College of Arts, Science and Technology.*—The Council of Ministers has examined the future of Pharmacy Training in Nigeria and considers that this can best be conducted by the Nigerian College of Arts, Science and Technology instead of by the Medical Department, as has hitherto been the case. This decision is supported by the International Bank Mission (p. 42). The Council of the College considers that a start could be made with Pharmacy Training at the Ibadan branch in September this year, with fifteen students as a transitional measure : but before more students can be transferred from Yaba additional hostel and laboratory accommodation will be required as a start at an estimated cost of £33,000. The recurrent cost would amount in a full year to £8,000.

	£
Total Capital Cost	33,000
Capital Expenditure, 1955-56	33,000
(It is proposed that the whole capital provision should be paid over to the College as a grant in 1955-56).	
Resultant Additional Annual Recurrent Expenditure	8,000
Additional Recurrent Expenditure, 1955-56	4,000

FISHERIES RESEARCH

24. The Federal Government's responsibility in the sphere of Fisheries Development is now limited to Research. In view of the International Bank Mission's recommendation that high priority should be given to measures for a substantial increase of fisheries production (p. 179) it is proposed to concentrate research into problems of sea-fishing with power driven craft, and the development of fish culture in the Northern Region, these being considered the lines of investigation likely to be most immediately fruitful.

25. In order to intensify existing work on sea-fishing based on Lagos it is proposed to spend £13,500 upon the purchase of additional craft and equipment and housing, together with £1,000 for extension of the Opobo sub-station. In the Northern Region, it is intended to set up a Fish Culture Experimental Unit to investigate on a practical scale the culture of fish in inland waters, including artificially constructed dams, ponds, etc. The estimated initial cost of this unit is £21,500.

26. Additional staff will be required to implement this programme, and their emoluments, together with normal recurrent charges, involve additional recurrent expenditure in a full year of approximately £9,000.

	£
Total estimated Capital Cost, 1955-56	36,000
Resultant additional Recurrent Expenditure	9,000 per annum
Estimated additional Recurrent Expenditure, 1955-56	5,000

FORESTRY RESEARCH

27. Consideration has been given to the needs of research into problems of sylviculture and utilisation of forest products. It is clear that before any definite financial provision can be sought for this subject careful thought will have to be given to the co-ordination of Federal forestry research with Regional programmes of Forestry development (and possibly research). It will also be necessary to consider the matter in conjunction with future plans for Forestry and allied research on the part of University College, Ibadan, and the inter-territorial research organisations. Further, the International Bank Mission has recommended that Forest Products Research should be undertaken by an institute of applied technical research which would build up staff, laboratories and experimental plant to conduct research into the industrial uses of a variety of products, including forest products (p. 29). The question of forest products research, therefore, needs to be viewed in the light of this recommendation which is now under examination. It is proposed, for the present, to seek approval in principle for the expansion of Forestry Research pending the preparation of a comprehensive programme.

28. It will be appreciated that once decisions on the matters of principle and co-ordination referred to above have been reached, substantial funds will be required to implement those decisions. The cost might amount, in a full year, to capital expenditure of the order of £70,000 and additional recurrent expenditure of the order of £24,000 per annum for sylvicultural and forest products research exclusive of any chemistry section, since this field could probably best be covered by the proposed institute of applied technical research, should it be decided to set up such an organisation.

GEOLOGICAL SURVEY

29. The International Bank Mission has recommended an expansion of the geological survey service (p. 31) and, in particular, has recommended the setting up of a geophysical section. In order to implement this particular recommendation it is proposed to recruit a Senior Geologist and two geologists, with geophysical experience, together with a Chief Draughtsman Instructor; these appointments, together with the necessary ancillary subordinate staff, and other charges would involve additional recurrent expenditure of £10,000 in a full year, and approximately £7,000 in 1955-56, depending on the rate of recruitment. Additional special expenditure of £16,000 on equipment, motor vehicles, offices and storage accommodation would also be required in 1955-56.

30. There is already in existence a rural water supplies section of the Geological Survey Department, and its expansion is desirable in order to meet the continued demand for water supply investigations in rural areas. (The International Bank Mission specifically recommended the expansion of the Department's ground water section). For this purpose two additional geologists are required; the recurrent cost of such an expansion would amount in a full year to £3,000 inclusive of additional other charges on transport, labour, etc.

	£
Total Capital Cost (to be expended in 1955-56)	16,000
Recurrent Cost in a full year	13,000
Recurrent Cost in 1955-56	7,000

INDUSTRIAL RESEARCH AND DEVELOPMENT

31. The question of Industrial Development and Research will be dealt with in detail in the more formal and comprehensive plan referred to in paragraph 3 of this White Paper. Industrial Development is a subject on the concurrent legislative list and the House will be aware of schemes already being carried out by or with the assistance of the Federal Government such as the establishment of the Nigerian Cement Company at Nkalagu, the work done by the Department of Commerce and Industries on boat-building, fibre investigations, textiles, etc., and the development of the West African Stored Products Research Unit. What further plans are made will depend on consideration of the International Bank Mission Report and close consultation with Regional Governments, but approval is sought in principle for one of the Bank Mission's recommendations concerning industry

at this stage. The Bank Mission proposed the creation of an Institute of Applied Technical Research which would build up staff, laboratories and experimental plant to conduct research into industrial uses of a variety of products. The Bank recommended that the Federal Government should set aside £480,000 over the next five years to pay for the capital expenditure of this Institute. Recurrent costs are estimated at a gross £35,000 a year reaching a level of about £75,000 a year after five years.

32. The proposal is being examined but, as with the similar proposal in paragraph 7 for an Agricultural Research Institute, close consultation with a number of other authorities will be needed before it can be formulated in any detail. It will not be possible therefore to say how much, if any, expenditure might be needed on the establishment of such an Institute in 1955-56 and all that it is possible to do is to seek approval in principle of the creation of a Federal Institute of Applied Technical Research.

LAGOS TOWN PLANNING

33. *Slum Clearance.*—By far the greatest quantity of imports into Nigeria passes through the port of Lagos. It therefore follows that any measures which result in the increased efficiency of Lagos as a port, which contribute to reduce handling charges and provide better communications and better office and housing conditions can be considered to be a benefit to the whole of Nigeria.

34. Very large sums are already being expended on improving wharf and dock facilities at Apapa, and included in this Paper are proposals for improving main road communications in and around Lagos. The slum conditions existing within Lagos Island are well-known, and apart from being a disgrace to the capital of Nigeria they constitute an ever-present danger as a reservoir of disease and a serious fire risk. The Lagos Executive Development Board is an agency of Government which has been set up with the special task of undertaking works such as those proposed in this programme for which its existing staff, with some strengthening, will be adequate.

35. The International Bank Mission (p. 44) attaches particular importance to those services which can help to prevent disease, in which category it includes slum clearance projects in Lagos. A great deal of detailed planning has already been carried out on the Central Lagos Slum Clearance Scheme, and the most exhaustive enquiries have been made to ensure that the Scheme may be executed without undue hardship to the owners and occupiers of land and premises in the areas affected. The Scheme envisages slum clearance in an area of 75 acres in the centre of Lagos. A town plan for this area has already been completed, and the sum required, £1,150,000, will provide for the acquisition of existing properties, the construction of roads and drains and the provision of services. Rebuilding within the area is to be undertaken by private enterprise. The Clearance will be done in twelve stages, each stage taking approximately four months. The whole scheme is, therefore, expected to be completed in four or five years. This, however, represents only a first instalment of the extensive slum clearance that will ultimately be necessary in Lagos.

36. The L.E.D.B. will be prepared to lend money on mortgage terms to assist dispossessed persons wishing to rebuild in the cleared areas if they so desire. It is estimated that provision of £50,000 per annum rising to £200,000 per annum will be required during a period of six years, the first amount becoming available one year after the clearance has started. Details of this scheme have not been finalised but it is estimated that for this purpose the L.E.D.B. requires an interest-bearing loan of £1,000,000.

37. A Development plan for the whole of the 1,500 acres of the Suru-Lere area is being prepared and it is the intention of the L.E.D.B. to initiate development by carrying out site formation for a housing estate within this development area. The building estate will be available for private enterprise to erect both residential and possibly commercial buildings and will be a suburban extension of the present Lagos Town which is so seriously overcrowded. A short-term loan of £120,000 is required for this purpose.

GRANTS : *Slum Clearance :*	
Amount required for first Instalment	£1,150,000
Amount required in 1955-56	£125,000
LOANS : *Mortgage Scheme :*	
Total Loan required	£1,000,000
Development of Suru-Lere Building Estate :	
Total Loan required (all in 1955-56)	£120,000
Total Loan Commitment	£1,120,000

MEDICAL AND HEALTH SERVICES

38. The Ministry of Natural Resources and Social Services has given careful consideration to the recommendations which were made by a Committee appointed last year to examine the Medical and Health needs of Lagos and is submitting a separate White Paper to the House recommending the expansion of hospital and other services for the next five years at a cost of £3,988,560 in Capital and Special expenditure and an increased recurrent commitment rising from £17,750 in 1955-56 to £465,200 in 1959-60. Capital expenditure in 1955-56 is estimated at £620,000.

METEOROLOGY

39. Expansion of Meteorological Services is primarily required to provide facilities and services in accordance with resolutions of World Meteorological Organisation. This will improve both the collection and transmission of weather data and the meteorological service for civil aviation and will also fulfil the increasing demand for meteorological statistics and information from organisations connected with Agriculture and Forestry research and allied activities.

Total Capital Cost	£20,000
Capital Expenditure during 1955-56	£12,000
Recurrent Expenditure, 1955-56	£1,500
Resultant Additional Recurrent Expenditure	£2,000

PORTS AND INLAND WATERWAYS

40. This programme can be conveniently divided into two parts : (*a*) development which will be carried out by the Ports Authority under the powers conferred on it by the Ports Ordinance No. 27 of 1954, and (*b*) development which the Ports Authority will effect as an agent of Government. For the first the current revenues of the Ports Authority will be insufficient, and it will be necessary to lend to the Authority the whole estimated cost of these projects. For those projects which the Authority will carry out as an agent of Government provision from Government funds will be required.

PORTS AUTHORITY PROGRAMME (LOAN TO AUTHORITY)

41. *Mechanisation of Ports.*—The General Manager, Ports, considers mechanised cargo handling equipment to be essential for the efficient operation for the Wharves at Apapa and Port Harcourt. Such equipment includes mobile cranes, fork lift trucks, bag-piling equipment, conveyors, tractors, trailers, shunting tractors and diesel shunting locomotives. In order to expedite the delivery of this equipment indents have already been placed for those items where there is a long delay between the placing of the order and the delivery of the goods.

Total Cost	£368,000
Required in 1955-56	£154,000

42. *Improvements to Road Surfaces and Railway Tracks.*—To facilitate the use of the mechanised equipment which will be introduced under the Ports Authority's programme of mechanisation at Lagos and Port Harcourt, major improvements in the road surfaces and railway tracks at these two ports will be required, so that they can be brought up to modern standards of efficiency. These improvements are estimated to cost £250,000 of which half will be required in 1955-56.

Total Cost	£250,000
Required in 1955-56	£125,000

43. *Improvements to Lighthouses and Buoyage Systems.* —The Ports Authority desires to spend £13,000 in 1955-56 in bringing lighthouses and buoyage systems up to modern standards. This expenditure will not enable a comprehensive programme of modernisation to be completed, but it is thought to be all that can usefully be spent during the year, without involving commitments for further expenditure in later years.

Required in 1955-56	£13,000

44. *Additional Staff Quarters.*—The Authority will be acutely short of accommodation for its staff, and will require funds for the erection of a further fifteen houses, estimated to cost £120,000.

Total Cost	£120,000
Required in 1955-56	£120,000

45. *Continuation of Existing Programmes.*—The Ports Authority will take over certain uncompleted parts of the Marine Department's programme under the Revised Plan of Development and Welfare 1951-56, and these are included herein for the sake of completeness, though it has to be borne in mind that the provision of "new money" is not required for these items.

46. *Dredgers.*—The provision of a bucket-type dredger and hoppers will, it is considered, enable the Authority to effect considerable economics in its dredging costs, as this type is more suitable for much of the work now to be undertaken at Lagos. It is hoped that second-hand equipment, suitably reconditioned, can be purchased. If this cannot be obtained the cost will be increased considerably. A cost of £250,000 is quoted at sub-head of Appendix I Part I of the Estimates of Nigeria, 1954-55. It is now considered that the cost will be £300,000, but savings of £50,000 are available from other items of the existing programme (*see* below).

Total Cost	£300,000
Required in 1955-56	£300,000

47. *Deepening of Lagos Harbour.*—Of the £177,000 provided in the 1951-56 Plan for this purpose, it is estimated that approximately £85,000 will have been spent by 31st March, 1955, and that a further £35,000 will be required in 1955-56.

Required in 1955-56	£35,000

Summary, Ports Authority

	Total Cost	*Required in 1955-56*
	£	£
New Works :—		
Mechanisation of Ports	368,000	154,000
Improvements to Roads and Railway Tracks, Port Harcourt and Lagos	250,000	125,000
Improvements to Lighthouses and Buoyage system	13,000	13,000
Staff Quarters	120,000	120,000
	£751,000	£412,000
Continuation of Existing Programmes :—		
Dredger	300,000	300,000
Deepening of Lagos Harbour	35,000	35,000
	£335,000	£335,000
Total	£1,086,000	£747,000

GOVERNMENT PROGRAMME

48. *Extension of Port Harcourt Wharf.*—There has been a steady increase in cargoes handled at Port Harcourt for several years ; congestion has now reached serious proportions, and the port is within measurable distance of becoming unworkable. The only solution is the provision of additional berths for ocean-going vessels, a development which is considered virtually necessary in the interests of Nigeria, a view which the International Bank Mission supports on p. 37 of its Main Report, where it is urged that preliminary surveys be made promptly so that work can be begun in 1955. Considerable preliminary work has, in fact, already been undertaken, and specifications are already in preparation for an extension sufficient to provide three additional berths, which is the minimum which could both meet immediate needs and obviate the necessity for further, and more expensive, extensions at a later date. Estimates at this stage are necessarily tentative, but it is thought that the cost is likely to be of the order of £3,250,000 of which £250,000 would be required in 1955-56. This is substantially in excess of the £2,000,000 mentioned by the International Bank, but at the time their Report was prepared accurate estimates were not available.

	£
Total Cost	3,250,000
Required in 1955-56	250,000

Although this work is to be undertaken as part of the Government programme and the cost borne in the first place by Government, the Ports Authority will be required, when it ultimately takes over the new facilities, to issue to Government debenture stock to the value of the expenditure incurred on the extension.

49. *Development of Benin River Ports.*—The possibility of developing Koko as a port has been under consideration for some time, and some investigations have already been made. The International Bank Mission's Report (p. 37) casts some doubt upon the advisability of this development as compared with the construction of a wharf on the opposite side of the river from Sapele, and urges a careful comparative survey of the two projects. In order that investigations may continue the provision of £25,000 is sought in 1955-56.

Expenditure in 1955-56—Investigation only £25,000

50. *Improvement of Customs Wharf, Lagos.*—If Customs Wharf is to continue in use indefinitely extensive reconstruction will be required before 1960. No decision can be reached as to whether Customs Wharf will continue to be required until it is known with certainty what will be the increased traffic which can be handled as a result of the extension of Apapa Wharf. This will not be known for about two years. The Ports Authority would be unable to accept responsibility for continuing to operate this wharf in its present condition, owing to the inadequate arrangements for security of the Customs area, etc, which might well prevent the Authority from obtaining insurance cover. To remedy this it is proposed to reclaim land up and down stream of the Wharf, and to construct a proper fence round the Wharf. Whatever is to be the future of Customs Wharf this reclaimed land would be an asset of considerable value. Since such land will be vested in the Crown, unless steps are taken specially to vest it in the Ports Authority, and since the future of Customs Wharf is uncertain, it is considered reasonable that the cost of these improvements should be met by Government and not by the Ports Authority, because if Customs Wharf is ultimately abandoned, these improvements would accrue to Government. Their estimated cost is £75,000 which would be spent in 1955-56.

Total Cost and Expenditure during 1955-56 .. .. .. £75,000

51. *Improvements at Minor Ports.*—The Customs Wharves at Sapele and Warri together with ancillary buildings, are in a very poor state and will ultimately require complete rebuilding. These wharves are not intended to be vested in the Ports Authority at present, and expenditure will therefore be on Government account. £40,000 is required in 1955-56 for a self-contained scheme as a first step towards a complete reconstruction.

Total Cost and Expenditure during 1955-56 .. .. .. £40,000

52. *Improvement of Navigability of Niger and Benue Rivers.*—Honourable Members may be aware that, in conultation with French authorities, a comprehensive investigation of the Niger and Benue Rivers has been undertaken by the Dutch firm of consultants known as

Nedeco. This investigation covers both the problem of deep-water access through the Niger Delta bars and that of improving the navigability of the Niger and Benue Rivers to Baro and Yola respectively. This survey is expected to take about two years to complete, and it is therefore possible at this stage to do no more than note that substantial sums of money may in future be required to implement such projects as Nedeco's investigations may show to be practicable.

53. *Expenditure under the Revised Plan* 1951-56.—The Revised Plan 1951-56 contained provision for the expenditure of £1,330,000 of loan funds on Marine Capital Works. This has in the event, proved to be a substantial over-estimate of requirements during the past four years, and in accordance with the proposals in S.P. No. 10 of 1953, £550,000 of this sum was re-allocated for capital expenditure on the Nigerian College of Arts, Science and Technology. Of the balance of £780,000 then remaining it is estimated that £263,000 will have been spent by 31st March, 1955 and that £70,000 will be required to meet the requirements of the programme under Government auspices during 1955-56, including the purchase of a canal-type dredger for use in developing inland waterways. There will thus be a total saving of approximately £447,000 to set against the programme outlined above. The position may therefore be summarised as follows :—

	Total Capital Cost	*Capital Cost*, 1955-56
	£	£
Ports Authority Programme	1,086,000	747,000
Government Programme	3,390,000	390,000
	4,476,000	1,137,000
Savings from 1951-56 Programme ..	447,000	
New Money Required	4,029,000	

As noted above the £1,086,000 required for the completion of the Ports Authority programme includes two items from the 1951-56 Programme, *i.e.*, Bucket-type dredger (£300,000) and continuation of the Programme for deepening Lagos Harbour (£35,000). No additional recurrent expenditure arises from the new proposals set out above.

POSTAL SERVICES AND TELECOMMUNICATIONS

54. A White Paper covering the reorganisation of the Posts and Telegraphs Department has been tabled at the Budget Session of the House of Representatives in March 1955. In this Paper it is shown that the full development programme for the department envisages a total expenditure of £16 million. The question of the allocation of the full amount of funds cannot be decided until such time as all requirements of the various Ministries in the Federal Government have been collected and the amount of development money available has been ascertained and an equable distribution made between the various projects.

55. As an interim measure, however, it has been agreed that there should be made available to the department during 1955-56 to start the development programme under recurrent provision an actual expenditure of £400,000 over and above the recurrent expenditure for 1954-55, and a Capital Account totalling £2 million.

56. Of the £2 million Capital Account a sum of £900,000 is "old money" since it consists of expenditure on projects already contained in P.W.E. Estimates in previous years. As a result only some £1,100,000 is, in fact, new money.

57. The above sums are not in accordance with the recommendations of the International Bank Mission but those recommendations were made prior to the recent investigations of the affairs of the Posts and Telegraphs Department carried out by experts from the United Kingdom. To summarise, the development cost for the year 1955-56 for the Posts and Telegraphs Department wili be as follows :—

(*i*) Total Capital Account £2 million.

(*ii*) Total "new money" required £1,100,000.

(*iii*) Estimated Expenditure 1955-56 £2 million.

(*iv*) Additional Recurrent Expenditure in a full year £540,000.

(*v*) Additional Recurrent Expenditure 1955-56 £400,000.

RAILWAY

58. The Railway Administration's estimates for 1955-56 envisage a substantial programme of capital expenditure involving £2,576,000 of new money, full details of which are available in the Railway Estimates.

59. Amongst the projects involved in this programme are the following :—

(1) An engineering survey of Zaria, Bornu and Bauchi Provinces (£80,000) ;

(2) The establishment of a Central Technical College to provide for railway employees both basic education and specialized training in matters relating to railway engineering and administration (£110,000 for first stage only) ;

(3) Additional rolling stock, including passenger coaches and freight wagons (but excluding locomotives) (£668,000).

ROADS AND OTHER PUBLIC WORKS

Roads

60. *Bituminous Surfacing.*—Two teams are carrying out surveys of Federal Roads, and it is hoped that on the basis of the findings of these teams it will be possible to execute a programme of bituminous surfacing of approximately 150 miles during 1955-56 at a cost of about £500,000. The exact mileage will depend upon the division of the work between contractors and direct labour under the direction of the Federal or Regional P.W.D. organisations. When this programme is complete additional recurrent expenditure on maintenance will be required, rising ultimately to approximately £10,500 per annum.

61. The International Bank Mission Report (p. 36) recommends that "the emphasis of the 1955-60 programme should be on adapting the Trunk Roads A system to denser and heavier traffic" and goes on to mention the tarring and straightening of roads amongst the means of achieving this end. In carrying out the programme of bituminous surfacing now proposed the opportunity will be taken of straightening roads wherever possible. This programme is the maximum which could be accomplished during 1955-56.

	£
Total Capital Cost, 1955-56	500,000
Resultant Additional Recurrent Expenditure	10,500
Additional Recurrent Expenditure, 1955-56	—

CONSTRUCTION

62. *Victoria-Bamenda Road.*—Considerable progress has been made in the reconstruction of the Victoria-Bamenda road financed from the Cameroons Development Fund, assisted by C.D. & W. grants totalling £300,000. These funds, however, have proved inadequate for the completion of this project, and a further £308,000 is required to complete the road, notably the Mamfe-Bamenda section, of which it is estimated that £200,000 will be needed in 1955-56. No additional recurrent liability will arise, as there will be considerable savings resulting from the replacement of temporary bridges and culverts by permanent structures.

	£
Total Capital Cost	308,000
Expenditure, 1955-56	200,000
Additional Recurrent Expenditure	—

63. *Takum-Bissaula-Kamine Road.*—This road is to form an important link between the Southern and Northern Cameroons, and was originally intended to be constructed from the Cameroons Development Fund. Increasing costs and a shortfall of the Fund's revenue

have only permitted the construction of 16 miles of road from Takum followed by bridging and a pilot road on the line to Bissaula. So that the value of the work so far done may not be wasted, and so that this important, inter-regional link between Bamenda and the Benue River may be put into a condition to carry all-season traffic, expenditure of £400,000 is proposed. It will be necessary to carry out the work by contract owing to the shortage of P.W.D. staff. This road link is part of the Bamenda-Takum-Yola road system mentioned on pages 36 and 327 of the International Bank Mission Report.

	£
Total Capital Cost	400,000
Expenditure, 1955-56	160,000
Additional Recurrent Expenditure	—

64. *Uba-Bama Road.*—Originally Government hoped to finance the reconstruction of the Uba-Bama section of Trunk Road A4 from the Cameroons Development Fund, and an assurance was given to the Dikwa Native Authority in this sense some years ago. The Fund proved inadequate to finance this, and several other projects in the Trust Territory as a whole. The Northern Regional Government is now most anxious that the undertaking given to the Dikwa Native Authority should be implemented without further delay. It is hoped that it will be possible to begin construction by direct labour in the near future and it is estimated that £50,000 will be required during 1955-56 for the first part of the reconstruction of this dry season road to full standard.

	£
Total Capital Cost	400,000
Expenditure, 1955-56	50,000
Resultant Additional Recurrent Expenditure	5,000 per annum

65. *Sokoto-Illela Road.*—An all-season road is required running from the French frontier to Sokoto prolonging the existing road from Sokoto to the rail head at Gusau, and replacing the existing dry season road. The total cost of construction is estimated at £55,000 of which £20,000 would be required in 1955-56.

	£
Total Capital Cost	55,000
Expenditure, 1955-56	20,000
Additional Recurrent Expenditure	—

66. *Lagos-Apapa Approach Roads.*—The steady increase of traffic over recent years has made it abundantly clear that the existing road system connecting Apapa with both Lagos and the rest of Nigeria is quite inadequate for present-day purposes. With the greater traffic which will arise on the completion of the Apapa Wharf extension the existing congestion is likely to reach serious proportions, and, if the country as a whole is to derive the full benefit from increased port facilities, it is essential that road access to Apapa be radically improved at the earliest possible moment. Traffic counts taken in 1951 and 1953 have shown an increase at the rate of 15 per cent per annum at the level-crossing on the Apapa-Ebute Metta road, thus it is necessary to ensure that any improvements that are made should be capable of meeting not only present needs, but the needs of the foreseeable future, otherwise even more expensive reconstruction will later be required.

67. The problem involved is very complicated, and has been the subject of the most careful investigations by all concerned, and the conclusion has been reached that a modern trunk road system can most economically and effectively be constructed by undertaking the following works :—

(*a*) The construction of a new four-lane highway from Carter Bridge through Iddo island to Ijora Village, to connect with the present Apapa-Ebute Metta road. This involves the construction of a causeway over the Ebute Metta creek, and will eliminate the present bottle-neck around the Ebute Metta level crossing. Cost £650,000.

(*b*) The construction of new road (known as Western Avenue) from a point near Iganmu on the Apapa-Ebute Metta road, to the Yaba round-about, giving direct road access to Apapa for long distance traffic without the necessity for passing through the heavily congested

areas of Ebute Metta and Yaba. This traffic is likely to increase in density even more rapidly once the road now under construction from Ijebu Ode to Benin is completed. Cost £400,000.

(*c*) The existing road from Carter Bridge to Ebute Metta over Denton Causeway is quite inadequate and liable to subsidence. It therefore requires extensive reconstruction and widening. Cost £200,000.

(*d*) The existing road from Apapa through Ijora to Iganmu requires widening and reconstruction as well as a road-over-rail bridge to eliminate railway crossings. Cost £450,000.

(*e*) Despite the diversion of traffic which will be effected by the construction of Western Avenue there will inevitably continue to be heavy traffic through Yaba and Ebute Metta along Clifford Street, which will need widening and reconstruction at a cost of £200,000.

68. The whole programme will thus cost £1,900,000. This is a large sum, but the engineering and town planning problems involved are formidable and it is the least sum which will permit construction of an adequate system of trunk roads capable of (*i*) handling expeditiously the road traffic to and from Apapa and Lagos which is vital to the economy of the whole country, and (*ii*) coping with the increase in this traffic which is inevitable in future years.

69. It is desired to make a start in 1955-56 on items (*a*), (*b*) and (*c*) above, which are the most urgent necessities. The total cost will be £1,250,000. It is estimated that the following expenditure will be required during 1955-56 :

	£
Carter Bridge-Iddo Island-Ijora	150,000
Western Avenue	100,000
Denton Causeway	50,000
	£300,000

When the whole project is complete additional maintenance costs of the order of £10,000 per annum will have to be met.

70. This road complex is specifically mentioned in the International Bank Mission's Report (pages 36 and 328). Special stress is laid upon the need for the new direct road from Carter Bridge through Iddo and Ijora (item (*a*) above) to the existing Apapa-Ebute Metta road, though the Report recommends taking Western Avenue to Ikeja instead of to Yaba. This recommendation is under consideration, but would probably involve considerably greater expense than the £1.5 million envisaged on page 36 of the Main Report, an estimate which the Mission, perforce, adopted before engineers had examined, and advised on, the approximate costs of the scheme. The funds sought for 1955-56 would be used for that part of Western Avenue which would be required whether this road ended at Yaba or was prolonged to Ikeja.

	£
Total Capital Cost (Projects (*a*), (*b*) and (*c*) only).	1,250,000
Expenditure, 1955-56	300,000
Resultant Additional Recurrent Expenditure	10,000
Additional Recurrent Expenditure, 1955-56	Nil

71. *Bridge Strengthening.*—A team of engineers recruited by the Crown Agents has recently completed a survey of 239 bridges on Federal roads. This survey is the first stage in a continuing programme under which it is hoped, ultimately, to survey all bridges on Federal roads. The Crown Agents will progressively deliver working drawings and specifications for the strengthening of bridges, and £100,000 is therefore sought for a first instalment of bridge reconstruction in what must be a lengthy and costly programme, the necessity for which is specifically mentioned in the International Bank Mission's Main Report (page 36).

	£
Expenditure, 1955-56	100,000
Additional Recurrent Expenditure	Nil

72. *Ferries.*—The International Bank Mission (pages 323-324) note that ferry crossings of major rivers will be a necessity for many years to come, and that at present motor ferries are in operation at only three points in Nigeria—on the Niger between Asaba and Onitsha, on the Ethiope River at Sapele, and between Oron and Calabar. It is proposed to purchase in 1955-56 a motor ferry for use in the Northern Region, on the Benue River either at Yola or at the Gombe-Numan crossing. The cost is estimated at £40,000. In addition, a reserve manually operated ferry is required, costing £4,000.

Total Capital Cost (all in 1955-56)	£44,000

73. *Surveys.*—The International Bank Mission (page 36) places the main emphasis on adapting the Trunk Road A system to denser and heavier traffic. Certain sections of this system require complete reconstruction for this purpose, but before this can be undertaken detailed surveys are required. The most important of these sections are set out below, together with the estimated cost of the surveys of each, which it is proposed to undertake in 1955-56. These surveys will include the preparation of detailed specifications upon which estimates, and, if necessary, contract documents may be based.

	£
Maiduguri-Bama	5,000
Girei-French Frontier (an international link which is an off-shoot of the Bama-Yola road)	8,000
Calabar-Kwa-Oban (part of Calabar-Mamfe road)	3,000
	£16,000

Total Cost and Expenditure, 1955-56	£16,000

74. *Road Equipment.*—Regional resources of equipment are insufficient for diversion to the Federal road programme of construction and rehabilitation set out above. Further, the International Bank Mission have (page 36) noted the desirability of the greater use of mechanised equipment, which can effect considerable economies in construction, rehabilitation and maintenance work. This is particularly true when regard is had to the continually increasing cost of the greater labour force required for manual methods. It is therefore recommended that £250,000 be provided for the purchase of road equipment in 1955-56.

Total expenditure 1955-56	£250,000

75. *Contract Staff.*—The programme which has been outlined above and the further extensive programmes which will be required in future years cannot possibly be accomplished under the supervision of the existing Federal Public Works establishment, and it is therefore proposed to spend money on employing for this purpose additional contract staff in 1955-56 as follows :

	£
Survey Staff	25,000
Design and Construction Staff	50,000
Mechanical Maintenance Staff	20,000
Consultants	30,000
	125,000

It will be appreciated that the above programme for 1955-56 (total £1,600,000 exclusive of contract staff) involves expenditure considerably below that envisaged by the International Bank Mission for 1955-56 (£2,000,000. Table 3, p. 329); the Mission notes the shortage of trained personnel at all levels, and unless the additional staff noted above can be obtained there can be no hope of reaching anything like the levels of expenditure which are required in 1955-56 and future years if Nigeria's main trunk roads are to be made capable of coping with the increasing burden of modern road traffic which in the past four years has increased by an annual average of 15 per cent (commercial vehicles only). Inadequate roads increase the cost of road transport and thus affect the cost of living of the community as a whole, all sections of which are directly or indirectly dependent on road transport.

Cost during 1955-56 .. .. £125,000

Cost in future years will depend upon the funds which it is possible to allocate for road construction and rehabilitation.

76. *Road Research.*—It is clear that Nigeria is committed to a long term expansion of road facilities, involving the expenditure of very large sums of money. There can be no doubt that there is considerable scope for increasing the efficiency of present construction and maintenance methods, and reducing their cost. These aims can, however, only be achieved if expenditure is incurred on research into such matters as construction costs, the use of local materials, soil stabilization, corrugation, erosion, and the use of mechanical methods. It is therefore proposed to set aside the sum of £20,000 annually for such research, the results of which will, of course, be available to the Regional Governments, to whom they will be just as valuable as to the Federal Government. Similar problems arise in other tropical territories, and so as to spread the benefits of research as widely as possible the Secretary of State proposes to set up a Colonial Road Research section in the Road Research Laboratory in the United Kingdom, together with a Colonial Road Research Advisory Committee on which all Colonial Governments would be directly represented. The cost of this organisation is to be met wholly from Colonial Development and Welfare until the 31st March, 1956, when the position would be reviewed.

Annual Recurrent Cost as from 1955-56 .. .. .. £20,000

Other Public Works

77. *Building, Staff Plant and Equipment.*—The construction of buildings required for the other departmental programmes cannot be wholly accommodated within the existing Federal Public Works organisation if the necessary plans, specifications and, in some cases, contract documents, are to be prepared in sufficient time for construction to be set in train in 1955-56; similarly, if the work involved in construction is to be carried out according to plan the existing supervising staff and building plant and equipment will be inadequate. Provision is therefore required for additional staff and equipment, at a cost, in 1955-56, of £20,000. The level of expenditure on this item in future years will be dependent on the level of the Federal Government's investment in building programmes in those years.

Expenditure in 1955-56 .. .. £20,000

78. *Lagos Sewerage.*—From time to time criticism has been directed against the sanitation of Lagos, which, in the opinion of all, is unworthy of a capital city. The institution of modern sewerage would probably be the most important single contribution which could be made towards improving the health of the inhabitants of Lagos, and thus restraining the ever-increasing cost of curative measures.

79. An earlier investigation has made it clear that no single sanitation scheme can be designed to serve the whole municipal area, both on the mainland and on the island, and that even in Lagos Island and Ikoyi it would probably be necessary on account of the low-lying terrain to provide several independent schemes serving groups of wards. The whole project

would, therefore, have to be phased. If sufficient funds cannot be made available for the full scheme, it would still be possible to undertake one or more parts of it, leaving the remainder to be undertaken when more funds are forthcoming.

80. Owing to the low-lying situation of Lagos the problems involved are of peculiar complexity, and before any concrete proposals can be framed an extensive investigation by experts will be required. The International Bank Mission (p. 44) attaches particular importance to services which can help to prevent disease, in which category it includes a public sewerage system for Lagos.

81. It is therefore proposed to engage a firm of specialist consultants to carry out such an investigation during 1955-56. Until the firm has been selected and approached it is impossible to say with certainty what will be the cost of this investigation, but it is unlikely to be less than £20,000. Approval in principle for the employment of a firm of engineering consultants is therefore sought.

Estimated cost of investigation only £20,000

SUMMARY

	Total Capital Cost	*Capital Expenditure* 1955-56	*Resultant Additional Recurrent Cost per annum*	*Recurrent Expenditure*, 1955-56
	£	£	£	£
Road improvement and construction ...	2,913,000	1,230,000	25,500	—
Bridge strengthening	100,000	100,000	—	—
Ferries	44,000	44,000	—	—
Surveys	16,000	16,000	—	—
Road equipment	250,000	250,000	—	—
*Contract Staff (roads)	125,000	125,000	—	—
Road Research	—	—	20,000	20,000
*Building Staff and Plant	20,000	20,000	—	—
Lagos Sewerage investigation	20,000	20,000	—	—
Total ... ... £	3,488,000	1,805,000	45,500	20,000

* Contract staff are not shown under recurrent expenditure as their engagement does not represent a permanent addition to the Federal Government's recurrent commitments. The extent to which such staff represent a commitment against future years must depend upon the scale of development work in those years, which cannot at present be foreseen.

SOCIAL WELFARE

82. The absence of suitable accommodation for female juvenile delinquents in Lagos has for long been a source of great embarrassment to the Social Welfare Authorities, because, in so cosmopolitan a city as Lagos, girls, whose parents or guardians are either not readily traceable or are themselves delinquents, frequently come into conflict with the law. The only possible means of dealing with such delinquent juveniles at present is to find places for them in private institutions or homes, a remedy which is of such limited application that its usefulness is now virtually exhausted and the courts are frequently obliged to discharge with a caution girls who should be removed from their existing environment if there is to be any hope of rescuing them from a life of permanent delinquency. The existing position has caused increasing concern of recent years, and a remedy has become an urgent necessity.

83. Preliminary provision of £1,000 is, therefore, sought for the planning of an Approved School for Girls. It is impossible to give reliable estimates of the ultimate cost of such an institution until planning is complete, but the capital and annual recurrent costs might be expected to be of the order of £75,000, and £13,000 respectively. Approval in principle for the construction of this institution is therefore sought at this stage.

SURVEY

84. The International Bank Mission has noted (p. 31) that there is a dearth of accurate topographical maps in Nigeria, and has recommended the adoption of the proposals of the Inspector-General of Surveys (now Director of Federal Surveys) for the acceleration of survey work.

85. As a first step in this direction it is proposed that the topographical survey organisation should be strengthened by the appointment of seven additional qualified surveyors. The recurrent expenditure involved in these appointments, together with the necessary ancillary subordinate staff and other charges, would amount to about £21,000 in a full year. In 1955-56 the additional recurrent expenditure is estimated at £8,000, but this would necessarily be dependent upon the rate of recruitment. Additional equipment would also be required at a cost of £9,000, all of which would be spent in 1955-56; it would be necessary to provide additional houses for Senior Service staff at a cost of £20,000. If topographical survey of Nigeria is to be completed within a reasonable period, it will be necessary to expand the organization still further in future years.

86. The existing survey schools at Kano and Oyo will be fully employed in training subordinate staff for Regional survey departments, and if topographical work is to be expanded, as proposed, additional training facilities will be required. Consideration is being given to the possibility of providing the necessary training facilities in conjunction with the Government Technical Education Services but on the assumption that it proves impossible to arrange for the integration of training for subordinate survey staff with these services, a Federal Survey School will be required at an estimated capital cost of £25,000 and a recurrent cost, in a full year, of £6,000. It is proposed that this School should be at Enugu.

87. It is assumed for the purpose of these proposals that provision for aerial photography will continue at the rate of about £40,000 per annum (Cf. Head 30 sub-head 7 of the 1954-55 Nigerian Estimates); therefore no special provision for this service is included herein.

Summary

	£
Estimated Total Capital Expenditure	54,000
Estimated Capital Expenditure, 1955-56...	30,000
Estimated Resultant Recurrent Expenditure, full year	27,000
Estimated Recurrent Expenditure, 1955-56	10,000

VETERINARY RESEARCH

88. The existing research organisation at Vom is capable of immediate expansion without the necessity for [illegible] detailed co-ordination of programmes with those of other organisations which ha[illegible]tioned in connection with the expansion of the Federal Government's agricultura[illegible] research organisations. Further, this organisation is already revenue earning throug[illegible] of vaccines to other African territories amounting in 1953-54 to an estimated figure [illegible].

89. The Intern[illegible]k Mission has recommended (p. 22) that the Federal Veterinary Research Service shou[illegible] its investigations into problems of animal health and husbandry,

and it is therefore proposed that five additional senior service research officers should be recruited for this purpose. The recurrent cost of this expansion, inclusive of additional subordinate staff and other charges, would amount to £12,000 per annum. Capital expenditure would also be required as follows :—

	£
Isolation Paddocks	6,000
Abbatoir	3,000
Livestock Investigation Centre, Vom	11,100
Veterinary School Clinic	1,200
Housing	25,000
	£46,300

90. The expenditure on the Livestock Investigation Centre, Vom is required primarily to facilitate investigation of problems of animal husbandry, particularly by dividing up the many acres of existing rangeland into paddocks, thus improving the pasturage, and reducing soil erosion. Experiments have already shown that the controlled grazing which thus becomes possible leads to a marked improvement in grass cover. Experiments in artificial insemination, improvement of local dwarf-sheep, and cross-breeding of cattle to produce better milk producing stock will also be undertaken.

	£
Total Capital Expenditure (all in 1955-56)	46,300
Resultant Recurrent Expenditure (full year)	12,000
Recurrent Expenditure, 1955-56	8,000

SUMMARY

Subject	*Total Capital Cost*	*Capital Expenditure, 55-56*	*Additional Recurrent Expenditure, 55-56*	*Resultant Additional Recurrent Expenditure (full year)*	*Remarks*
Agricultural Research	£ 420,000	£ —	£ —	£ 28,000	1955-56 Expenditure dependent upon decisions on the further organisation of Agricultural Research.
Broadcasting	1,250,000	288,520	124,590	230,000	1955-56 Expenditure included in Draft Estimates 1955-56 (Head 23).
Civil Aviation ..	270,000	270,000	—	—	Figures include customs duty and store charges.
Education Schools N.C.A.S.T. ..	1,230,000 33,000	300,000 33,000	— 4,000	268,075 8,000	The figure of £268,075 represents the additional recurrent cost in 1960-61.
Fisheries Research ..	36,000	36,000	5,000	9,000	
Forestry Research ..	70,000	—	—	24,000	1955-56 expenditure dependent upon decisions on the future organisation of Forestry Research.
Geological Survey ..	16,000	16,000	7,000	13,000	
Industrial Research and Development	—	—	—	—	*See* para. 32 of Paper

SUMMARY—*continued*

Subject	*Total Capital Cost*	*Capital Expenditure, 55–56*	*Additional Recurrent Expenditure, 55–56*	*Resultant Additional Recurrent Expenditure (full year)*	*Remarks*
	£	£	£	£	
Lagos Town Planning	2,270,000	245,000	—	—	Loan £1,120,000 (£120,000 in 55-56) ; Grant £1,150,000 (£125,000 in 55-56).
Medical and Health . .	3,988,560	620,000	17,750	465,200	The figure of £465,200 represents the additional recurrent cost in 1959-60.
Meteorology . .	20,000	12,000	1,500	2,000	
Ports and Inland Waterways	4,476,000	1,137,000	—	—	"New money" £4,029,000 Loan to Ports Authority £1,086,000.
Postal Services and Telecommunications	2,000,000	2,000,000	400,000	540,000	"New money" £1,100,000.
Railway	2,576,000	2,576,000	—	—	Railway funds only.
Roads and other Public Works	3,488,000	1,805,000	20,000	45,500	Departmental Housing requirements included in Departmental programmes.
Social Welfare . .	75,000	1,000	—	13,000	
Survey	54,000	30,000	10,000	27,000	
Veterinary Research	46,300	46,300	8,000	12,000	
Totals . . £	22,318,860	9,415,820	597,840	1,684,775	

Requirements in 1955-56	£	£	£
Capital Expenditure on Government Account		6,307,820	
Loans to Statutory Bodies : L.E.D.B.	120,000		
Ports Authority	412,000	532,000	
Railway Capital Expenditure		2,576,000	9,415,820
Additional Recurrent Expenditure on Government Account			597,840
Total			£10,013,660
Resultant Recurrent Expenditure on completion of Programme . .		1,684,775	*per annum*
	£	£	£
Total Capital Commitment proposed		22,318,860	
Existing commitments and savings carried forward into the above programme :—			
Loan Funds Marine Development Programme, 1951-56 . .	447,000		
Loan Funds Telecommunications Programme, 1951-56 . .	600,000		
Posts and Telegraphs Capital Works, 1954-55	900,000		
		1,947,000	
Net Additional Capital Commitment		20,371,860	"New" money
Railway Funds		2,576,000	
Additional Capital Commitment of Government Funds . .		17,795,860	
Loans to Statutory Bodies :			
Lagos Executive Development Board	1,120,000		
Ports Authority	1,086,000		
		2,206,000	
Net Additional Capital Commitment on Government Account		15,589,860	

APPENDIX

Progress Report on the 1951-56 Development Plan (Federal activities only)

AGRICULTURAL RESEARCH

1. The recruitment of trained specialists under this scheme has made possible a considerable advance in knowledge of the use of fertilisers to increase(yields in crops and has provided new methods for the control of diseases and pests of both food and cash crops. The most spectacular progress was made in the control of black-pod disease of cacao by spraying with fungicides, and yields have been doubled in areas which formerly suffered severely from the disease after control measures have been applied.

	£
Expenditure up to 1953-54	19,359
Estimated Expenditure, 1954-55	6,700
Total	£26,059
C.D. and W. Share	£20,544

(*See* also paragraph 27 below for other Agricultural Research Schemes).

BROADCASTING

2. The Nigerian Broadcasting Service has just completed the first part of its development plan. Under this plan a powerful national transmitter has been installed at Lagos and regional transmitters are operating at Kaduna and Enugu to serve the Northern and Eastern Regions. In addition, new and improved radio-diffusion services have been installed at Katsina, Kano, Kaduna, Jos, Maiduguri, Sokoto and Zaria in the Northern Region, and at Enugu, Onitsha, Port Harcourt and Calabar in the Eastern Region. Under the original plan the Western Regional Programme was to have been broadcast from Lagos and in consequence only a small low-powered transmitter has been installed at Ibadan. In the Western Region responsibility for radio-diffusion services rests with Rediffusion (Nigeria) Limited, a private company operating under licence from the Government. This licence runs for fifteen years from the 1st of July, 1952 and under it the company provides rediffusion services at Lagos, Abeokuta, Ibadan, Ijebu-Ode, Ilesha, Oshogbo and Ife. At most of these centres the Nigerian Broadcasting Service has provided modern equipment and improved studio facilities and is anxious to provide similar improvements at the rest as soon as possible. The Nigerian Broadcasting Service itself maintains a rediffusion service at Warri.

	£
Expenditure up to 1953-54	328,793
Estimated Expenditure, 1954-55	195,510
Total	£524,303
C.D. and W. Share	£190,000

BUILDING STAFF, PLANT AND VEHICLES

3. A separate scheme was made with the intention of ensuring an adequate Technical staff and enough plant and vehicles for the large five-year building programme of the Revised Plan. The central section of the scheme has been responsible for architectural and engineering design only, and drawings for most of the major Development Works Projects throughout the country have been prepared in the central office. Work has included preparation of preliminary sketches, working drawings, bills of quantity where necessary, and contract documents.

Drawings were prepared for such buildings as the Mental Hospital Abeokuta, various country type hospitals and for Broadcasting House, Lagos. Standard designs for senior service quarters were also prepared. Plant and vehicles received are in use throughout the country.

	£
Expenditure up to 1953-54	137,544
Estimated Expenditure, 1954-55	45,150
Total	£182,694
C.D. and W. Share	£137,020

COMMUNITY DEVELOPMENT

4. In 1950 Community Development was regarded as an experiment; in 1954 it is an established feature of village life in Southern Nigeria and is actively associated with the development of Local Government. The expenditure is wholly Nigerian. It can safely be reckoned that for every £1 spent, £3 of work has been done on projects of value to the community.

	£
Expenditure up to 1953-54 (Colony only)	7,001
Estimated Expenditure, 1954-55	—
Total	£7,001

DEVELOPMENT OFFICERS

5. When the Development Plan was revised in 1951 it was clear that one of the major factors holding back Development was the shortage of skilled staff of every kind. On the principle that anything was desirable that would release what skilled staff was available from routine field and office work, provision was made for Development Officers in the Revised Plan. Twelve officers, both African and expatriate, were in employment by the Centre in this capacity at the beginning of 1954-55. The scheme is gradually being wound up, and the staff to be retained will be absorbed in the permanent establishment. Nevertheless the work accomplished by these officers has been very considerable and they have many times been invaluable in their ability to turn their hands to the job of the moment whatever the circumstances.

	£
Expenditure up to 1953-54	37,795
Estimated Expenditure, 1954-55	15,800
Total	£53,595
C. D. and W. Share	£53,595

EDUCATION TECHNICAL

6. A Technical Institute and a Trade Centre have been built at Yaba and Handicraft Centres set up at Lagos and Ebute Metta. These institutions are now equipped and working and most of the planned expenditure has already been incurred. At the Yaba Technical Institute there was an enrolment in 1953-54 of 559 for 8 full day-time courses and 7 part-time or evening courses, and 72 students completed their training during that year; at the Yaba Trade Centre there was an enrolment of 250 for 10 courses and 64 students completed training. The Handicraft Centres had enrolments of 500 students each during the same period.

	£
Expenditure up to 1953-54	179,947
Estimated Expenditure, 1954-55	81,640
Total	£261,587
C. D. and W. Share	£196,190

NIGERIAN COLLEGE OF ARTS, SCIENCE AND TECHNOLOGY

7. Considerable progress has been made. At Ibadan, five students Hostels, a dining hall and kitchen, Common Room, Administration Block, three laboratory Blocks, three lecture rooms, lavatories, stores, workshops and power-house have been completed together with 22 Senior and 26 Junior Staff Quarters. At Zaria the College Office Block, Common Room, Testing Laboratory, workshops and forge, laboratories and a boiler house have been completed together with 14 Senior Staff Quarters. Many other buildings approach completion at Ibadan, Zaria and Enugu. At Ibadan there are at present 171 students enrolled for courses in Architecture, Accountancy, Secretarial work, Fine Arts, Teacher-Training (2 year course) and for the General Certificate of Education (Advanced level). At Zaria 95 students enrolled for the Cambridge Higher School Certificate and the General Certificate of Education at both ordinary and advanced levels. An additional course (45 students) opens at Zaria in April 1955 for the General Certificate of Education (Advanced level). At Enugu staff quarters are now under construction, and it is hoped that early progress will be possible with the academic buildings. Depending upon progress with these buildings, it is hoped that the first courses will be able to start in September 1955, though an earlier start would be possible if temporary accommodation could be provided by the Eastern Regional Government.

	£
Capital Expenditure up to 1953-54	498,000
Estimated Capital Expenditure, 1954-55	550,000
Total	£1,048,000
C. D. and W. Share	£234,000

ELECTRICITY CORPORATION OF NIGERIA

8. Since April 1951 the Corporation have carried out extensive reconstruction and extension projects all over the country. New undertakings have been commissioned at Sokoto, Aba, Abakaliki, Oshogbo-Ede and in the Southern Cameroons. In the last year of Nigerian Government Electricity Undertakings, they together with the several Native Administration undertakings generated just over 61 million Units with a total plant capacity of 23,100 KW. In 1953-54 the Corporation's undertakings generated just under 113 million units with a total installed plant capacity of 38,455 KW. A further 9,040 KW of plant capacity is to be commissioned in 1954-55 and it is estimated that close on 140 million Units will be generated. In 1955-56 the three major projects now under construction—Ijora B Power Station, Oji River Power Station and Kano B Power Station—will be commissioned. The total installed plant capacity as at 31st March, 1956 will then represent an increase during the five-year period of 275 per cent. Expenditure is entirely from Nigerian funds.

	£
Expenditure up to 1953-54	6,400,000
Estimated Expenditure, 1954-55	4,000,000
Total	£10,400,000

FISHERIES

9. The purposes behind this section of the Development Plan included encouragement and development of sea fishing from small craft, the examination of fish pond breeding and investigation of old and new fishing devices under modern conditions and these have been carried out. Modern nets have been demonstrated to the public, experiments in engine powered canoes were carried out, over fifty fish ponds in all regions have been stocked, and help and advice have been given to many local fishermen. In addition to this much systematic data on West African species of fish and their habits has been collected. New trawling grounds west of Lagos have been discovered and commercially exploited.

	£
Expenditure up to 1953-54	45,491
Estimated Expenditure, 1954-55	24,310
Total	£69,801
C. D. and W. Share	£62,821

FORESTRY RESEARCH

10. Forestry development in Nigeria has aimed primarily at the establishment and correct management of an adequate forest estate and the Development Plan has enabled the necessary specialist staff for this to be obtained. Under the Central section of the Forestry Scheme Sylvicultural Engineering and Botanical Sections of the Forest Research Branch have been formed to undertake the necessary systematic work in developed forest areas on forest regeneration, etc., methods of dealing with timber, and on forest ecology. These investigations will have considerable repercussions on methods of practical forest management.

	£
Expenditure up to 1953-54	19,560
Estimated Expenditure, 1954-55	10,440
Total	£30,000
C. D. and W. Share	£22,500

GEOLOGICAL SURVEY

11. The scheme which began in 1949 provides for 10 Senior Service technical staff and their equipment. Geological mapping of the Bamenda and Gongola areas has been undertaken and fossils have been collected from the Benue and Gongola valleys. Drilling has been carried out in the limestones at Nkalagu and in the iron ore deposits in Kabba Province and commercial exploitation of both these areas has been considered in the light of the knowledge so gained. Coastal clay deposits in the Western Region and brick making clays near Enugu have been investigated. Workable seams of lignite have been disclosed at Benin. Geological work has also been done on Enugu coalfield and on phosphate deposits at Abeokuta. Advice has also been given to local authorities in connection with the expansion of rural water supplies.

	£
Expenditure up to 1953-54	94,307
Estimated Expenditure, 1954-55	—
Total	£94,307
C. D. and W. Share	£94,307

LEPROSY CONTROL (RESEARCH AND TRAINING)

12. The leper's relatively bleak outlook in the early days of the Development Plan has improved considerably. Therapeutic studies at the Uzuakoli Research Unit have led to the adoption throughout Nigeria of treatment of Leprosy with Dapsone by mouth (Sulphone Treatment) and the results have been profound. Another drug, Thiacetin, has been established as useful alternative to Dapsone. It is hoped that leprosy will as a result become a disease no longer to be dreaded and concealed as the promise of a cure within a reasonable time robs the disease of its seriousness. A more liberal attitude can now be taken to segregation though isolation is still necessary in some cases. There is consequently a developing eagerness for treatment and it is sought at an earlier stage thus reducing the source of infection. Training courses for Medical Officers have been instituted and in 1952 a Central Training School for junior staff has been established.

	£
Expenditure up to 1953-54	45,852
Estimated Expenditure, 1954-55	18,215
Total	£64,067
C. D. and W. Share	£48,050

MARINE

13. General dredging has been carried out in the Lagos Harbour, and along side Apapa Wharf extension. Escravos bar and the Burutu channel have also been dredged. Surveys of the Apapa channel, Forcados Bar, Koko port, Lekki Flats on the Lagos-Sapele Creek Mail route, Oron port, Calabar port, and other areas were made. The Igbogada canal, 1,000 feet long and six feet deep was completed early in the plan. Light-houses at Escravos, Bonny and Calabar are now in operation as are also light beacons on the Bimbia River in the Southern Cameroons. The expenditure made under this scheme is from Nigerian funds, only.

	£
Expenditure, 1953-54	85,225
Estimated Expenditure, 1954-55	42,350
Total	£127,575

MEDICAL AND HEALTH

14. The Nigerian Section of the Medical and Health Plan covered the Abeokuta Mental Hospital, a Tuberculosis Survey, a Malaria Service and a Medical Field Unit Training School at Makurdi. Of these projects the first and the last have now been taken over by the Regions in which they are situated. The Mental Hospital is approximately half completed and the Makurdi school has passed out a steady stream of between 30 and 60 students per annum. The Malaria Service has continued research and specialised training of health officials; it has tested suppressive drugs, carried out entomological surveys and examined the efficiency of toxic sprays and spray apparatus. The Tuberculosis Survey has been carried on with the aid of mobile X-ray vans. In Lagos a small hospital block and a chest clinic for tubercular patients have been completed.

	£
Expenditure up to 1953-54	209,490
Estimated Expenditure, 1954-55	116,510
Total	£326,000
C. D. and W. Share	£244,500

METEOROLOGY

15. The objects of the scheme which began in 1949 were to provide instruments and equipment, and the necessary permanent buildings to house them and ancillary staff to bring the service nearer to the standard required by modern conditions in Nigeria. Offices and quarters have been built at Lagos, Yelwa, Ikeja, Makurdi, Sokoto, Nguru, Mamfe, Bida, etc. At Kano a radar wind station has been set up to enable winds at up to 60,000 feet and over to be determined, thus providing essential information for the operation of high-flying aircraft. Hundreds of rain gauges have been issued particularly to schools in all parts of the country the resultant reports analysed and a monthly rainfall bulletin is issued. Almost all the equipment ordered has been received and installed. All expenditure under this scheme is reimbursable from C.D. and W. funds.

	£
Expenditure up to 1953-54	65,560
Estimated Expenditure, 1954-55	17,340
Total	£82,900

PRELIMINARY INVESTIGATIONS

16. The funds set aside under this heading were at the disposal of the Development Secretary to enable prompt investigation of new projects for economic development as the opportunity occurred. Projects so investigated include Ore Dressing and Recovery in Plateau Province, investigation of Iron Ore deposits near Enugu, preliminary examination of water supplies near Oyo and Ijebu Igbo, etc., publication of a report on groundnut processing, consulting fees for a specialist Ventilation Engineer, investigations into cement production at Nkalagu, port development inquiries at Port Harcourt, etc. Expenditure is solely from Nigerian funds.

	£
Expenditure up to 1953-54	13,729
Estimated Expenditure, 1954-55	22,000
Total	£35,729

ROADS

17. Following the decision that Trunk Roads A were essentially a National concern a Highways Capital Account was formed from which payments in connection with Trunk Roads A construction are now made and into which have been incorporated the funds provided in the Plan for Trunk Roads A. Since 1951 over 250 miles of new Trunk Roads A have been constructed, 646 miles of existing roads have been tarred for the first time, and approximately 25,600 linear feet of permanent bridging were completed or are under construction.

	£
Expenditure up to 1953-54	1,243,052
Estimated Expenditure, 1954-55	650,000
Total	£1,893,052

SOCIAL WELFARE

18. The work has been concentrated in and around Lagos, where a small staff with limited financial resources has been wrestling with a big problem. Senior Social Welfare Staff has been trained in Britain, and at Ibadan University. Boys and Girls clubs and Young Farmers' Clubs have been active. A day nursery has been in operation at Agege and a Baby clinic held there regularly. A community Centre has been established at Onikan and a Welfare Centre in

Strachan Street. The Remand Home has been consistently full as also have been the Approved Schools at Birrell House and Isheri. The probation system has been much used by the juvenile courts. Port Welfare activities have been considerable; but all activities have however been limited by shortage of trained workers and lack of funds. Expenditure is from Nigerian funds only.

	£
Expenditure up to 1953-54	104,077
Estimated Expenditure, 1954-55	35,320
Total	£139,397

TELECOMMUNICATIONS

19. Although work has been hampered by the difficulty of recruiting sufficient supervisory and executive staff and by delays in the building programme, etc., much has been achieved. An automatic exchange now operates in Lagos covering also the Ebute Metta, Apapa and Ikeja areas. Carrier Equipment providing extra telephone and telegraph channels on existing circuits between Kaduna-Kano, Kaduna-Jos and Enugu-Port Harcourt has been installed. VHF communication has been introduced connecting Lagos-Ibadan, Lagos-Ikorodu, Warri-Burutu, Uyo-Calabar thus relieving the land lines. Public HF radio trunks now operate between Lagos-Maiduguri and Yola. Numerous Land line extensions are in operation of which the following is a selection: Sapele-Abraka-Kwale, Enugu-Oturkpo-Makurdi, Buea-Kumba, Bende-Umuahia, Onitsha-Nnewi, Mokwa-Minna, etc. Teleprinters operate at all main centres.

	£
Expenditure up to 1953-54	673,449
Estimated Expenditure, 1954-55	268,982
Total	£942,431
C.D. and W. Share	—

TEXTILES

20. This scheme was originally designed to develop the peasant textile trade, but it has since been modified to include training and research facilities for more advanced work; a Mechanical Training Centre, combined with a Research and Advisory Bureau, has been established in Lagos. Eight men are at present in training. A dye chemist is at work in a specialised laboratory at Aba investigating the suitability of modern methods of dyeing under Nigerian conditions, and much work has been carried out in the examination of Nigerian fibre-bearing plants and methods of dealing with the various fibres they produce.

	£
Expenditure up to 1953-54	51,591
Estimated Expenditure, 1954-55	19,030
Total	£70,621
C.D. and W. Share	£52,966

VETERINARY RESEARCH

21. The central section of the Veterinary scheme has provided for the Research activity necessary for the improvement of existing sera and investigation of new ones for the intensified Regional programmes of protective innoculation of livestock and general disease control. Work continues successfully, for example, on a serological test for rinderpest, on field tests for bovine pleuropneumonia, and on the production of an avianised vaccine against Newcastle disease of poultry. A successful dried vaccine has been produced to counter Brucellosis. Better production methods are being explored for Blackquarter vaccine. Anti-Anthrax

innoculations are under test. Investigations continue on the different strains of Haemorrhagic Septicaemia Organisms with the object of producing from them a more potent vaccine.

	£
Expenditure up to 1953-54	43,981
Estimated Expenditure, 1954-55	45,199
Total	£89,180
C.D. and W. Share	£89,180

RURAL WATER SUPPLIES

22. The central Section of this scheme was intended to provide only a certain amount of equipment, a Chief Drilling Superintendent, two Storekeepers and a few junior service staff. The Chief Drilling Superintendent was based on Kaduna and supervised the activities of drillers throughout Nigeria. The Store-keepers were responsible for handling Rural Water Supplies stores which came through the Public Works stores depot at Ijora. This is now a wholly Regional commitment.

	£
Expenditure up to 1953-54	33,698
Estimated Expenditure, 1954-55	11,560
Total	£45,258
C.D. and W. Share	£40,732

URBAN WATER SUPPLIES

23. Work has been concentrated on increasing the capacity of the Iju Water Works from just over 5 million gallons per day (1951) to 10 million gallons per day. The 28″ main has been duplicated with a further 24″ main resulting in greatly improved distribution pressure and rapid gravity filters have been installed. A new intake ($3\frac{1}{2}$ miles of 24″ rising main) has been constructed. Extensions to the distribution system have also been made notably to Apapa which is now served by 12″ and 9″ mains.

	£
Expenditure up to 1953-54	161,180
Estimated Expenditure, 1954-55	3,665
Total	£164,845
C.D. and W. Share	—

EXTENSION TO NATIONAL COMMUNICATIONS

24. This was intended for the extension of the Railway to Maiduguri, or alternatively for a road. In fact no money has yet been spent on the Kano-Maiduguri Road from this source, pending the exhaustion of funds amounting to £240,000, provided by the American Mutual Security Agency. Extensive Bridge works involving the construction of approximately 2,850 feet of bridging including a major structure, Foggo Bridge, were completed in 1952. With the completion of the re-decking of the Misau River Bridge scheduled for 1956, all the bridges from Kano to Maiduguri will be capable of accommodating vehicles up to eighteen-tons gross loads. Extension of the existing tarred surface from mile 50 from Kano to mile 70 is expected to be completed by June 1955. Laterite resurfacing between miles 73 and 173 is expected to be completed by March 1956. Laying of a bituminous carpet between mile 173 and mile 309 and from mile 312 to mile 324 to link up with the existing bituminous surface from mile 324 to Maiduguri is also scheduled for completion in 1956.

	£
Expenditure up to 1953-54	142,000
Estimated expenditure, 1954-55	108,000
Total	£250,000
C.D. and W. Share	—

UNIVERSITY COLLEGE HOSPITAL, IBADAN

25. The ordinance "to provide for the establishment and regulation of a Teaching Hospital" was enacted in 1952 and the Board of Management first met in June 1953. Construction work is progressing rapidly ; the initial housing programme, for example, begun in January 1952 and comprising seventy-three quarters was virtually completed a year later. In June 1954 the stage reached in the construction programme is shown by the following percentage completion figures. Roads 55 per cent, Medical Students Hospital 97 per cent, Sisters' Flats 96 per cent, 65 per cent, 12 per cent for Blocks 1, 2 and 3, and for four blocks of the main Hospital structure 42 per cent, 38 per cent, 29 per cent and 10 per cent. Water is laid on to the Hospital site. To the end of June 1954 Capital expenditure amounted to £762,000.

	£
Actual Expenditure to 1953-54	701,000
Estimated expenditure, 1954-55	1,040,000
Total	£1,741,000
C.D. and W. Share	—

YELLOW FEVER AND SMALLPOX VACCINE PRODUCTION

26. When the Rockefeller Foundation withdrew from the Lagos Yellow Fever Research Laboratory in 1949, this scheme was made for the manufacture of an internationally recognised Yellow Fever Vaccine on a sufficient scale to immunise the whole population of Nigeria. Buildings have been erected, equipment installed, experimental batches of vaccine have been produced by different techniques and tried out in the field. These have proved successful, and test samples have been sent for examination to laboratories designated by W.H.O. in London, Basle and Johannesburg. If proved satisfactory the vaccine will be recognised internationally and production begun on a large scale at Yaba. Yellow Fever and Smallpox Vaccines have not yet been combined into one, though work continues on this subject.

	£
Expenditure up to 1953-54	81,503
Estimated Expenditure, 1954-55	23,160
Total	£104,663
C.D. and W. Share	—

RESEARCH

27. Provision of C.D. and W. funds has enabled Research work to be undertaken which would otherwise have been impossible. Research schemes either Interterritorial or Nigerian have covered such diverse subjects as Sleeping Sickness, Rust disease of Maize, a survey of Bilharzia, transmitting Snails, preparation of Fulani Dictionary, a study of Filaria in all its aspects, Storage of food (*e.g.*, groundnuts), tribal surveys, geology of columbite (tin ore) and other ores. A major scheme is that for Rice Research at Badeggi where a start was made with the collection of over 200 rice verieties for use as breeding material. Good progress has been

made also by the West African Maize Rust Research Unit in producing types of Maize, which are not only disease resistant but are higher yielding than those varieties previously cultivated in West Africa. Limited supplies of improved seed have been distributed to Regional Department of Agriculture for field trials.

	£
Expenditure up to 1953-54	233,158
Estimated Expenditure, 1954-55	69,293
Total	£302,451
C.D. and W. Share	£295,876

NOTE

This Appendix is concerned to indicate progress only in regard to matters for which there is specific provision in the Revised Plan of Development and Welfare 1951-56. It is by no means a complete review of development within what is now the Federal sphere of responsibility, there being no account for example, of such major developments as the new Apapa Wharf, the Lagos Executive Development Board's Schemes, capital expenditure by the Railway and by Statutory bodies such as University College, Ibadan, the Cameroons Development Corporation, and the Coal Corporation.

DEVELOPMENT PLAN, 1951-56

EXPENDITURE SUMMARY

Scheme	*Actual to 31-3-54*	*Estimate 1954-55*	*Total*	*C.D. and W. Share*
Agriculture	19,359	6,700	26,059	20,544
Broadcasting	328,793	195,510	524,303	190,000
Building Staff	137,544	45,150	182,694	137,020
Community Development	7,001	—	7,001	—
Development Officers	37,795	15,800	53,595	53,595
Education—Technical	179,947	81,640	261,587	196,190
Nigerian College of Technology	498,000	550,000	1,048,000	234,000
Electricity Corporation*	6,400,000	4,000,000	10,400,000	—
Fisheries	45,491	24,310	69,801	62,821
Forestry	19,560	10,440	30,000	22,500
Geological Survey	94,307	—	94,307	94,307
Leprosy Control	45,852	18,215	64,067	48,050
Marine Staff	85,225	42,350	127,575	—
Medical and Health	209,490	116,510	326,000	244,500
Meteorology	65,560	17,340	82,900	82,900
Preliminary Investigations	13,729	22,000	35,729	—
Roads*	1,243,052	650,000	1,893,052	—
Social Welfare	104,077	35,320	139,397	—
Telecommunications*	673,449	268,982	942,431	—
Textiles	51,591	19,030	70,621	52,966
Veterinary	43,981	45,199	89,180	89,180
Rural Water Supplies	33,698	11,560	45,258	40,732
Urban Water Supplies*	161,180	3,665	164,845	—
Extension to National Communications ..	142,000	108,000	250,000	—
University College Hospital	701,000	1,040,000	1,741,000	—
Yellow Fever/Small Pox Vaccine Production	81,503	23,160	104,663	—
Research (various)	233,158	69,293	302,451	295,876
Total .. .. .. £	11,656,342	7,420,174	19,076,516	1,865,181

* Loan funds

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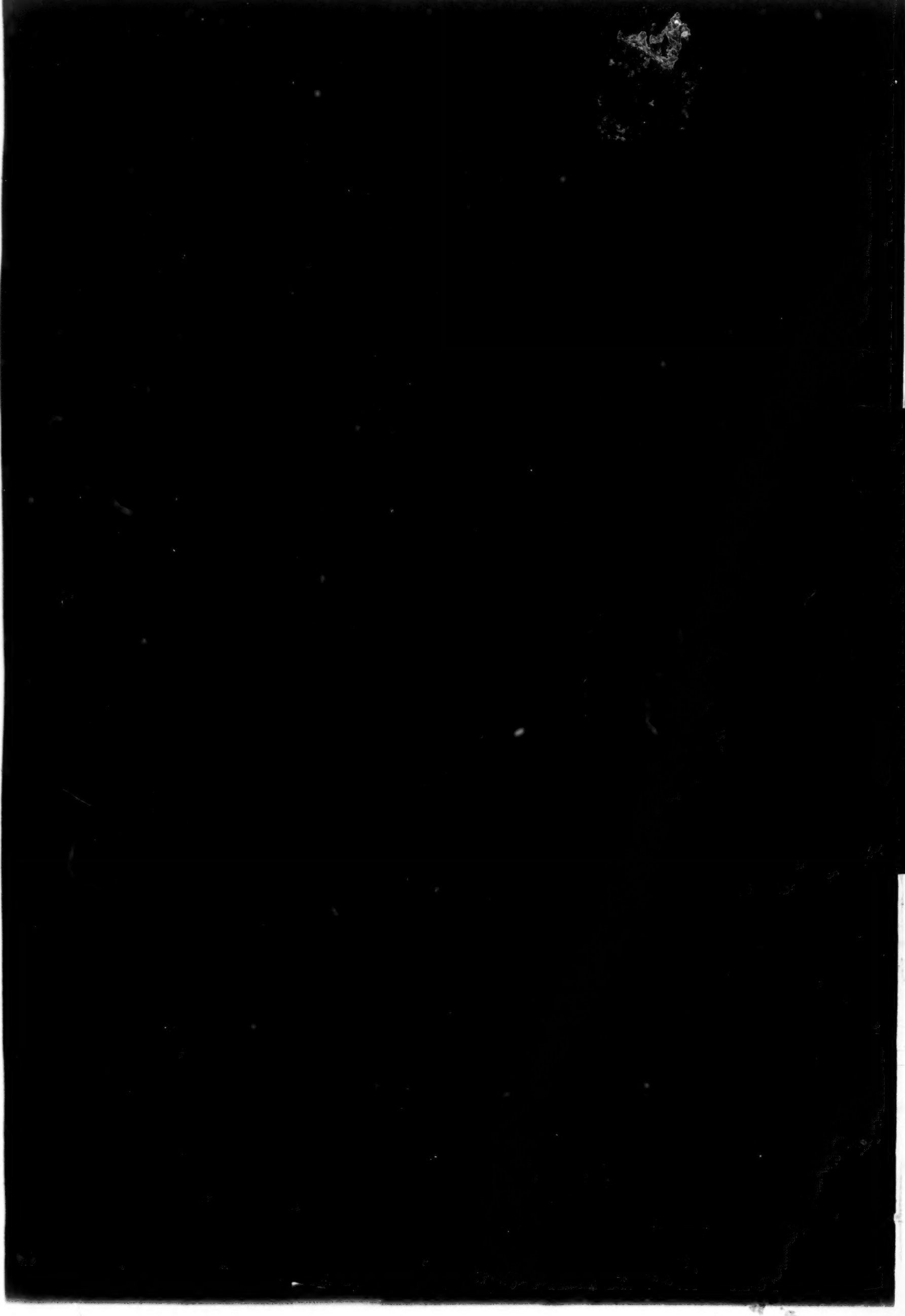
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